

CLASSIFICATION CONFIDENTIAL SECRET TOP SECRET ONLY	
COUNTRY <u>Soviet Zone of Germany</u>	REPORT <u>50X1</u>
TOPIC <u>Laerz Airfield</u>	
CONFIDENTIAL	
EVALUATION <u>50X1-HUM</u>	PLACE OBTAINED <u>50X1-HUM</u>
DATE OF CONTENT <u>50X1-HUM</u>	DATE OBTAINED <u>30 March 1950</u>
DATE PREPARED <u>30 March 1950</u>	
REFERENCES <u>50X1-HUM</u>	
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u>50X1-HUM</u>
REMARKS <u>50X1-HUM</u>	

1. Seventy to eighty fighters with radial engine, some covered with tarpaulins, were parked on the western and northern edges of the Laerz (H 54/U 33) airfield on 24 January 1950. Local flying was continually practiced between 10 a.m. and 2 p.m. in good visibility. Take-offs and landings were made in the eastern section of the field. Single-seat and two two-seat planes were flown. The latter planes, with open cockpit, had a one-man crew. Except for the cockpits no distinguishing features were noticed on the single- and two-seat aircraft. 50X1-HUM
2. Three wooden cantonment buildings and, north of these, three earth bunkers were between the landing field on the western edge and the Laerz-Necklin (H 54/U 33) road. The guard details were probably quartered there. A lifting stage for the repair of aircraft was set up at the southwestern corner of the field. White-red boundary marks and six masts with large searchlights on top were set up along the western border of the landing field. Three large holes were excavated and construction material was stored between the wooden cantonment buildings and the road. The flight control station with a windcone and two radio trucks, each with a metal rod 1 1/2 times the height of the truck on the rear section, were on the southern edge of the field. 50X1-HUM
3. Trucks loaded with fuel drums, and kitchen truck left the field in the direction of Necklin. A convoy of the following trucks coming from the direction of Necklin passed beside the field: 50X1-HUM
The Hrow (H 54/U 33) - Necklin railroad line was open for civilian traffic. 50X1-HUM
4. About 100 single-engine low-wing monoplanes, in groups of about 15 planes, and 5 bi-planes were parked at the field on 3 February 1950. Ten low-wing monoplanes, covered with fir twigs, were parked at random. There was no flying. No radio stations were seen. Tank truck and trucks were noticed at the field. 50X1-HUM

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008

CONFIDENTIAL
Document No. 1001
No Change in Class.
Declassified
Class. Changed To: TS S C
Auth.: 198 9-2
Date: 30 JUN 1978

SECRET/CONTROL/US OFFICIALS ONLY

- 2 -

50X1

5. The Laerz-mechlin road section beginning at the canal bridge has been blocked to public traffic since 1 February 1950. The barrier of truck and aircraft wrecks was not guarded. Three new semi-underground cantonment buildings were built east of the blocked road. The shrubbery along the canal had been recently cut, probably to improve the vision.

Comment:

50X1-HUM

According to previous information the field is occupied by two fighter regiments. This is supported by the number of planes observed and the reported motor vehicle [redacted]. The regiments are equipped with LA-9s and some two-seat trainers. No jet aircraft have been seen in Laerz. According to the recorded size of the field and the presence of concrete runways, the airfield is serviceable for occupation by jet planes. It is considered possible that the camouflaged planes are jet aircraft. This assumption has not been confirmed.

50X1-HUM

SECRET/CONTROL/US OFFICIALS ONLY